

milk train and then hurried itself against the bridge parapets.

While the upper parts of the railway carriages remained on the tracks, though off the rails, the woodwork of the carriages projected over the bridge, and the street below was strewn with glass and splinters. One passenger was hurled right through the side of a broken carriage thirty feet to the embankment and there killed and mangled by the fall or by the mass of wreckage that fell upon him.

Two Engines Smashed to Bits.

The locomotive and tender, rebounding from the parapet, now hurled their immense weight against the stationary locomotive, which became a shapeless wreck, its boiler exploding and so severely scalding both the driver and stoker that the latter has since died. The express engine finally turned turtle, brokenbacked, in the midst of torn-up rails.

The wreck was horribly complete. Literally the station was like the abode of death. The work of the disaster was only too well done. The injured were too heavily stricken to utter a word, and those who were not hurt were too dazed to raise even a murmur.

What struck me most was the bravery of the women. There was no screaming to add to the horrors of the situation, but with dogged courage women endured their terrible sufferings. "I helped to carry one poor lady," said a broken arm and leg and an injured back, "and I saw her suffer."

Under the care of a physician, at the home of J. E. Duveen, 37 Park lane, Mrs. Frederick Henry Cossitt, the bride whose husband was killed in the wreck while they were on their honeymoon tour, told the story of the accident.

"I insisted on his being dragged out of the window first, and then I was pulled out."

Mr. Cossitt's skull was fractured. He died soon after being taken to the hospital.

The doctors at Salisbury declare that Mrs. Lillian Hurd Waite must have been killed instantly, as were Mrs. Smith and her son and daughter.

One Survivor of Sentinel Family.

The five Sentells occupied one compartment. All were thrown in a heap by the smash and planned in the wreckage. When the rescuers reached the group it seemed impossible that anybody could be alive. Three hours after the accident while the rescuers were working they heard a feeble cry of "Water-for God's sake, water!" A hole was smashed in the roof of the coach, and a glass of water handed to the elder Sentell. When extricated he was bleeding profusely. His left leg was broken and several ribs were broken. He was the only member of his family alive.

In another compartment eight bodies were jammed together and it took eight hours to extricate them. When rescuers reached the Cossitts' compartment they found it a wreck. Mrs. Cossitt's gown was torn and her hair disheveled. Tears were streaming from her eyes, as she implored the rescuers not to bother about her, but to save her husband. It took an hour to extricate Cossitt's body. When extricated he was still breathing, but died soon after he was carried to the station keeper's room. The bride's grief and later escorted her to the doctor's house.

Trying to Reduce Time.

Reckless running in an effort to make a new record against a competing road was responsible for the wreck, according to the latest information from those who are investigating the cause. The Great Western and London and Southwestern roads have been fighting one another for some time on the time between Plymouth to London. Last week the Great Western took a party of 600 men editors to London from Plymouth in four and one-half hours, establishing a new record for this distance of 26 miles.

The Southwestern attempted to beat this, with the resulting death toll. The distance from the start to the place of the accident, 146 miles, occupied 147 minutes. The first part of the journey from Plymouth to Exeter is over heavy grades where the speed was necessarily slower. There is a straight run of twelve miles before Salisbury is reached, and this was taken at a flying pace.

There is a long, but not sharp curve at the station, and it was in the middle of this that the train jumped the track. It is clear that the speed was not reduced and the comparatively light engine and cars could not stand the strain. The speed of the train at the time of the accident is said by some to have been seventy-five miles an hour.

George E. Strachan, of Boston, one of the survivors of the wreck, tells a story of the scenes attending it. Mr. Strachan has arrived here with his aunt, Mrs. J. H. Whitton.

Speed Was Terrific.

"Just before the crash I remarked to my aunt that we were traveling too fast for safety," he said. "The speed was terrific. We had rushed through the darkness with bewildering speed. The train rocked so violently that it was with great effort we ate supper. We had all got well acquainted on the road, and we were nearly all in the dining car together."

"There was much talk about the speed of trains in America, and we were willing to admit that we had few trains to equal the one in which we were traveling. The conductor passed through and I asked him if he thought it was safe for us to be going at such a clip. He laughed and said that we were a minute or two behind the schedule, and that along several stretches of the track seventy miles an hour was reached."

"In returning to the compartment with my aunt, we found it hard to keep our feet. I really believe we were traveling at more than seventy miles an hour, and it flashed on my mind that there might be a crazy engineer in the locomotive. But I was reassured by several Americans who had taken the same run before, and who said that they never had a serious wreck. The accident in England. Each of them said, 'The roadbed is too good for anything to happen.'"

"I had only got a glimpse of the lights of Salisbury when the crash came. I was thrown forward, but my head struck the seat directly opposite. That was the first shock and it came from the coach breaking free from the engine. When the coach brought up against the first I felt the timbers giving away all around. Then the car fell and I dropped on me, knocking me insensible. I was revived by the firemen playing water on the wreck."

Imprisoned Between Seats.

"The light from the oil lamp flickered through the timbers, and I saw I was imprisoned in a sort of box made by the splintered roof resting over the tops of the seats. My aunt was in almost the same predicament as myself, but I could see she was still unconscious. "I called to the firemen to turn the water on us. They did this, and the streams trickling through the wreckage quickly brought Mrs. Whitton back to consciousness. To my great joy she found that she was not seriously hurt."

We were there for about two hours.

"I hardly think we could have a worse like experience. On a similar run in the States all of us would have been in Pullmans, and I believe few lives, if any, would have been lost. The construction of the coaches was too frail, as I saw when I inspected the wreckage."

John Carter, a postoffice official, who was a passenger, said: "The train passed Salisbury station at terrific speed. Then there was an awful crash, with the smashing of wood and glass and the crunching of iron. The second coach lay along side the station, and I tried to enter it. I could not open the door, so I crawled through a window."

"There lay some women. Their faces were so battered that it was impossible to distinguish their features. I dragged one woman from the debris, and although she was terribly injured, she thought not of herself, but asked me to rescue her mother. I could not quit her, and at last, to enable me to get her mother, I carried her to the station, where her mother had been saved, and was on the station platform."

Women Showed Great Bravery.

"Then I turned my attention to a woman entirely buried under wreckage save for her face. We tore away the debris and rescued her. She was little hurt. Although we got five out of that wreckage."

"What struck me most was the bravery of the women. There was no screaming to add to the horrors of the situation, but with dogged courage women endured their terrible sufferings. "I helped to carry one poor lady," said a broken arm and leg and an injured back, "and I saw her suffer."

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Americans Crowd to Salisbury.

A large number of American relatives and friends of those who were on the wrecked train arrived here this morning and are crowding the hotels. Expressions of sorrow for the relatives of the dead and of sympathy for the injured are heard on every hand.

The authorities are holding the bodies of those who lost their lives pending advice from their relatives in America. The highest paid physicians of this place, when the accident came, volunteered their services, and have since been working with the ordinary hospital staff. If no further deaths occur it will be due to the unusually careful attention of the physicians.

Mayor McClellan Missed Death Train by Chance

LONDON, July 2.—It was by the merest chance Mayor George B. McClellan of New York was not on the American line special train which was wrecked in Salisbury.

John F. McDonald, the New York horseman, who is among the dead, was given the compartment on the special train which had been reserved for Mr. McClellan, and so the mayor's escape was indeed the narrowest.

He had an appointment to keep in London Sunday, and although the steamship was late in arriving at Plymouth, he decided to go direct to the metropolis instead of going to Cherbourg with Mrs. McClellan, who was booked through to Paris.

His hand baggage had been transferred to the tender to land at Plymouth, and he was going on board the tender when an officer of the steamer whom Mrs. McClellan had been asking to urge her husband to accompany him to Cherbourg told the mayor he could still reach London in time to keep his appointment if he went to Cherbourg and thence to Southampton.

Under the circumstances what the ship's side Mayor McClellan changed his mind and the ship's steward threw his baggage back on board the New York as the tender was casting off her lines.

Mayor McClellan was greatly shocked on learning at Southampton of the wreck of the train. He had made many friends among the passengers on the voyage, and eagerly scanned the lists of the dead and wounded, exclaiming, as he reached a name he knew: "Poor fellow!"

Ambassador Thanks Mayor of Salisbury

LONDON, July 2.—Whitelaw Reid, the United States Ambassador, today sent the following telegram to the mayor of Salisbury:

"I hasten to express the appreciation of the American Government and people for the prompt and effective aid and sympathy shown at Salisbury's terrible railroad accident, to the Americans."

Newspapers Demand Rigid Investigation

LONDON, July 2.—The newspapers, in calling for rigid investigation, express deep sympathy with the relatives of the victims and especially deplore the fact that such a terrible calamity should have overtaken American visitors.

The London Times says: "The Salisbury disaster is of a kind to awaken deep regret, whatever the nationality of the sufferers, but that regret can only be intensified when the suffering is confined almost wholly to members of a race so near our own."

"The accident," asserts the Graphic, "may shock the confidence of the traveling public, and the reflection that most of the victims belong to a country which we are accustomed to regard as the home of great disasters, is a wound to our national self-complacency."

All the newspapers in their editorials take up the same point, in more or less similar terms. They show clearly that it is the opinion that overlooking the spot where it is a rule that speed be slackened was responsible for the wreck.

MARRIED.

SLOCUM-ROLLINS—On April 14, 1906, CLARA J. ROLLINS and LLOYD J. SLOCUM, at Rockville, Md., by Rev. T. J. Packard.

DIED.

DICKSON—On Saturday, June 30, 1906, at 4:45 p. m., at The Melrose, ANNA HELEN DICKSON, widow of the late Col. William Dickson, aged 65 years, died of disease, after an illness of two weeks. Her illness, however, had not been regarded as serious. She came to Washington from New York at the time of her marriage to Colonel Dickson, in 1883, and since that time had been a resident of this city. Colonel Dickson died three years ago. Mrs. Dickson leaves one daughter, Miss Marie S. Stuart, the child of her mother's first marriage.

ARMSTRONG—On Sunday, July 1, 1906, J. M. ARMSTRONG, of Fort Thomas, Ky., died at his residence, 1000 14th St. N. W., at 10:30 a. m. He was a member of the Grand Army of the Republic, and was a well-known citizen of Ashburn, Va., and the sister of Mrs. William A. Moore, of Alexandria, Va. She had been in this city for a few days only, and her death came as a surprise to her friends and to the attendant at the hospital where she was supposed to be improving.

FADELEY—On Sunday, July 1, about 7 a. m., at the Georgetown University Hospital, MRS. ANNA M. FADELEY, the beloved wife of M. M. Fadeley, of Ashburn, Va.

She was the wife of M. M. Fadeley, a well-known citizen of Ashburn, Va., and the sister of Mrs. William A. Moore, of Alexandria, Va. She had been in this city for a few days only, and her death came as a surprise to her friends and to the attendant at the hospital where she was supposed to be improving.

HALLER—P. T. HALLER, son of P. T. Haller, died at his residence, 1000 14th St. N. W., at 10:30 a. m. He was a member of the Grand Army of the Republic, and was a well-known citizen of Ashburn, Va., and the sister of Mrs. William A. Moore, of Alexandria, Va. She had been in this city for a few days only, and her death came as a surprise to her friends and to the attendant at the hospital where she was supposed to be improving.

HARRISON—On Sunday, July 1, 1906, ROBERT OTIS, infant son of William H. and Elsie D. Harrison, aged two months and sixteen days.

BUCKINGHAM—On Sunday, July 1, 1906, CATHERINE EMMA BUCKINGHAM, infant daughter of Mr. and Mrs. Clinton O. Buckingham.

BUNYEA—On Sunday, July 1, 1906, SARAH VIRGINIA, daughter of Emmet E. and Bessie M. Bunyea, (nee Striker), aged twenty months.

HARMON—On Sunday, July 1, 1906, NARIE ELLER, beloved daughter of Maurice and Minah Harmon.

HEENAN—On Saturday, June 30, at 8:15 p. m., at Georgetown University Hospital, JOHN A. HEENAN, husband of Theresa Heenan.

Funeral from his late residence, 81 K street northwest, on Tuesday, July 2, at 8:30 a. m.; thence to St. Aloysius Church, where requiem mass will be said at 9 o'clock. Interment at Holy Sepulchre Cemetery. Relatives and friends respectfully invited to attend.

KENGLA—On Sunday, July 1, 1906, LAURA V. KENGLA (nee Sommerfeldt), wife of the late Mr. H. Kenngla, died at her residence, 1800 14th St. N. W., at 10:30 a. m. She was a member of the Grand Army of the Republic, and was a well-known citizen of Ashburn, Va., and the sister of Mrs. William A. Moore, of Alexandria, Va. She had been in this city for a few days only, and her death came as a surprise to her friends and to the attendant at the hospital where she was supposed to be improving.

CLEMENTS—Suddenly, on Sunday morning, July 1, 1906, at his residence, 1818 Eighth street northwest, ALBERT F. CLEMENTS, aged forty-nine.

He was born in this city in 1857, and had been engaged in the contracting and carpentering business up to the time of his death. He was a member of the Grand Army of the Republic, and was a well-known citizen of Ashburn, Va., and the sister of Mrs. William A. Moore, of Alexandria, Va. She had been in this city for a few days only, and her death came as a surprise to her friends and to the attendant at the hospital where she was supposed to be improving.

SEEVERS—On Saturday, June 30, 1906, at his residence, 1800 14th St. N. W., at 10:30 a. m., HENRY SEEVERS, beloved husband of Elizabeth Seever, nee Truett, died at his residence, 1800 14th St. N. W., at 10:30 a. m. He was born in Brunswick, Germany, October 8, 1841, and had lived in this country nearly forty years. At one time he conducted a large blacksmith shop and iron works on the Potomac river, and was one of the most skilled iron workers in Washington. He had considerable experience in the iron trade, as well as putting the iron fence around the Benjamin Franklin Hotel, and the railing around the iron fence around the Benjamin Franklin Hotel, and the railing around the iron fence around the Benjamin Franklin Hotel.

He is survived by his widow, Mrs. Elizabeth Seever, and five children—Mrs. Edward Volant, Mrs. Lillian Seever, Mrs. Lillian Seever, Mrs. Lillian Seever, and Mrs. Lillian Seever.

Funeral services will be held at 10:30 a. m. on Monday, July 2, at the residence of the deceased, 1800 14th St. N. W.

McGEE—On Sunday, July 1, 1906, at 11 a. m., JOHN J. MCGEE, beloved husband of Annie McGee.

PARKER—At Providence Hospital, Sunday, July 1, 1906, MRS. MARIA H. PARKER, aged sixty-one years.

CROONIN—On Saturday, June 30, at 7:15 p. m., her home, 221 Massachusetts avenue northwest, SARAH E. CROONIN, daughter of Mary and the late John R. Croonin.

Her death was the result of a hemorrhage and she died twenty minutes after being stricken. She was born in Washington and had made her home here all her life. She was fifty years old and a devout Catholic.

DEBART—On Sunday, July 1, Major WILLIAM DEBART.

Particulars will be found elsewhere in The Times.

DOWNEY—Funeral service of THOMAS DOWNEY will be held at Fifth Baptist Church, corner Sixth and a-half and E streets northwest, Tuesday, July 2, 1906, at 2:30 p. m.

HACKETT—On Sunday, July 1, at Shiley's, HENRY H. HACKETT, son of Frank W. Hackett and daughter of Frank P. and Mary Smith.

He was born twenty-six years ago in Chester county, Mont., and in 1880 came to Washington, where he was married to Frank W. Hackett five years ago. She had been ill a week.

FUNERAL DESIGNS of every description—moderately priced GUDE, 1214 F St. Northwest. Phone M 4273.

J. WILLIAM LEE, UNDERTAKER AND LIVERY, 621 Penn. Ave. N. W., Washington, D. C. Telephone Main 1285.

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Refrigerators and Ice Boxes Are in the Rebuilding Sale At Fractional Prices

—You are as welcome to credit during this sale as at any other time.

Well-built Ice Box, worth \$5 \$2.75
Refrigerator, regularly sold for \$8; reduced to \$4.95
Refrigerator, regularly sold for \$9; reduced to \$5.75
Refrigerator, regularly sold for \$11; reduced to \$7.75
Refrigerator, regularly sold for \$13; reduced to \$8.75
Refrigerator, regularly sold for \$15; reduced to \$11.50
Refrigerator, regularly sold for \$23; reduced to \$15.85

HUB FURNITURE CO. Southeast Corner 7th and D Streets "CREDIT IS YOUR PURSE"

Pettit and Co.
CLOTHING ON CREDIT
SEVENTH ST. AT 77

Spend your 4th in one of These
300 White Duck and Linon Eton and Bolero Suits, neatly trimmed, \$4 value..... **\$1.98**

MEN
American Blue Serge, single & double-breasted, \$15 value.. **\$10.00**

Wear one of these and look right on the 4th
Pay for it later, when you can spare the money

**—OPENING—
JULY 4TH
South Pinehurst**
The New Addition to
Pinehurst

Choice Lots, 3c to 15c Foot
Terms, \$50 Cash—Balance, \$10 to \$20 monthly.

On Wednesday, July 4th, we open "SOUTH PINEHURST," new addition to Pinehurst, and you want to be on hand to secure the best lots in this desirable new subdivision. Best section of the Rock Creek Park and Chevy Chase region.

Our representatives will meet you at Chevy Chase Circle July 4th and conduct you to the property.

John A. Massie
With the
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STOP STAMMERING.
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Of Chicago, Who Makes a Specialty of Curing STUTTERING, STAMMERING, and all forms of speech impediments, is now in Washington at Room 20, ARIZONA HOTEL, 310 C St. N. W. No MEDICINES GIVEN or SURGICAL OPERATIONS performed. I WARRANT TO CURE the worst case of Stammering in from one to four weeks. Best of Baltimore references can be furnished.

Lansburgh Furniture Co.
Inter-Ocean Building,
512 Ninth Street

Combination Water Coolers and Filters.

We show a wide variety of these Filters and Coolers—small and large sizes. A very desirable arrangement, for you have the clear cold water ready at hand in the one receptacle.

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Printers—Engravers—Bookbinders
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Perfect fitting teeth carefully selected as to natural size and color—at the special low sum—mar price of \$5. Crown and bridge-work by dental specialists.

U. S. DENTAL ASS'N.
Cor. D and 7th Sts.

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AT
JACKSON BROS.
915 TO 925 SEVENTH ST.

"Wonder What Mertz Will Say Today?"
Store Closes Daily at 6 p. m.; Saturdays at 9 p. m.

An Extra Special Snap!
Swell Suit \$10
To Order for \$8

A small price to pay for a suit that will give so much satisfaction. Choice of blue serge, blue flannel, Bannock-burns, and worsteds—fit guaranteed—for \$10

Two-piece Suit to Order \$8

Mertz and Mertz Co., 906 F Street